

Hello everyone,

I am writing to you in regards to the EPA Hearing on the new purposed Marquette County Road 595 (CR 595) The meeting will take place at the NMU University Center on August 28 at 6 PM. This hearing is taking place to see if the Wilderness/Wet Lands that would be lost in the construction of CR 595 would be justified for its purposed benefit.

The Marquette Road Commission (MCRC) and Kennecott Eagle Minerals Corporation (KEMC) provided the Michigan DEQ and the Federal EPA with a list of Alternate Routes for a new road from the Yellow Dog Plains in northern Marquette County to US 41 in Humboldt. The cost of building which ever route that was to be used would be paid for by KEMC at a cost of 80,000,000.00 to \$100,000,000.00 This list consisted of 4-5 different routes.

All of these routes were in heavily wooded, wet land areas. For reasons I am not sure of, they did not include a route that utilizes the roads that already exist. This route utilizes County Road 550, Forestville Road and US 41. I have attached a map of the general Forestville route. Please look at the map and make your own decision! Most importantly come to the EPA Hearing and tell your story about CR 595.

KEMC spent a significant amount of money researching and surveying the Forestville route. They held meetings with the city and the townships about using this route if the Woodland Road they purposed did not get approval from the DEQ and EPA.

This is the route they intended to use until they were able to pull the Marquette County Road Commission in to building CR 595/Woodland Road. Why this route was not submitted I am not sure. But several reasons would be, the amount of money KEMC would save hauling their ore to the Humboldt Mill. But another big reason for CR 595 is it allows them to operate "Out of Sight and Out of Mind" of the general public.

CR 595 is to be built as a Dead End Road ending at the KEMC Mine. The road from Powell Township to the mine CR AAA is a Seasonal Road which the Marquette County Road Commission has informed Powell Township that they will not maintain CR AAA in the winter so that people who live along CR 550 can work at the mine. KEMC did say they would plow the road during the winter so the people on CR 550 can work at the mine as long as it was open. This was verbal commitment and currently no agreement is in writing. Also in a public meeting with the Powell Township Board, KEMC stated that once CR 595 is built there will be no commercial traffic allowed up to the mine from CR 550. And it seems the MCRC supports this. This choice will bring serious economic harm to Powell Township and that harm has not been addressed in any document or meeting of our county government.

If the Forestville route were to be used there would be many benefits for the people of Marquette County. A truck route around north Marquette would stop any mining trucks from coming through the heavily populated City.

It would also provide a route for the heavy logging coming from Big Bay and the lime stone trucks that currently use Wright Street would also be able to use the Forestville route. As well as the trucks going to the new MNU Power Plant on the corner of Wright ST and Sugarloaf Ave. It is expected to use 5 to 7 loads of wood chips per day. (The number of trucks needed came from the MCRC). That would be another 10 to 14 semi trucks per day on Wright Street. All the delivery trucks that go to WE Energies could use that route also.

This is a real solution for the truck traffic in north Marquette which has been a problem for the citizens of Marquette for a very long time. A Truck Route and an improved CR 550 would be a permanent solution that would truly benefit our community and our children and their children would benefit long into the future.

\$80,000,000.00 to \$100,000,000.00 for a **Haul Road** to a mine that destroys more of what makes the UP special and will be gone within a short time or spend \$80,000,000.00 to \$100,000,000.00 to update our current roads and build a truck route that will be here for the rest of our lives and all of our children's and grandchildren's lives? You decide!

Even if they would make CR 595 a through road from Humboldt to CR 550 that would be useable after the mine is gone. What they want is another high cost Dead End Road to a private mine that will end up like all the other dead end roads we have, they cost a lot of tax payer dollars to maintain while our Main Streets and Road continue to deteriorate.

Don't let a Foreign Mining Company come in to the Upper Peninsula and tell us what is good or bad. Make up your own mind and support what you feel is right.

Thank you,

Daryl Wilcox

Powell Township Supervisor

Resident of the UP and Marquette County